

REPORT

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SUBJECT Miscellaneous Information on Waterways,
Shipyards, and Bridges

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1. Canals

- a. The Friedrich Wilhelm Canal* is 12.9 km. long, extending from the Brieskower See near Finkenherd to Müllrose on the Müllroser See. It contains sixteen locks, of which twelve are defective. Of these twelve, six are repairable and six require complete rebuilding. Wreckage consisting of four 200-ton ships blocks the first half of the canal, starting at Finkenherd.
- b. The Finow Canal** has been destroyed and is not navigable. It is intended to rebuild the canal next year.
- c. The Hohenzollern Canal is 97 km. long, with a depth of approximately 3 m. and a breadth of 33 m. The canal runs between Berlin and Hohensaaten and is navigable along its entire length, including the ship lifting works at Niederfinow.
- d. The dimensions of the Teltow Canal are: length 38 km., depth 2½ m., breadth about 32 m. The canal branches out from the Spree River near Grünau and runs as far as Teltow. It has one lock, measuring 67 m. x 10 m., near Machnow. Clearing of wreckage from the canal was begun in the spring of 1947 and was half completed in the spring of 1948. The remainder of the wreckage is now being removed, and the canal has been cleared to a short distance before Tempelhof.
- e. The Hohensaaten-Friedrichsthaler Canal, sometimes known as the West Oder Canal, is 40 km. long between Hohensaaten and Friedrichsthal and 71 km. long between Hohensaaten and Stettin/Silberwiese. It has been navigable since May 1949 and is used three times weekly by a passenger steam sailing from Schwedt to Berlin.
- f. The Oder-Danube Canal runs from Ratibor to the March River via the watershed at the source of the Oder River and Mährisch-Weiskirchen and then joins the Danube River. A canal has been cut into the March River as far

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as [] This work was begun in 1939 and ended in 1943, the Heidebreck-Ratibor portion being completed at that time. In 1949, work on the canal was resumed by Poland and Czechoslovakia, the former proceeding in the direction of Oderberg and the latter from Oderberg in the direction of Märisch-Osttau. At the time the canal had been started by Germany, it was able to serve ships weighing up to 1,000 tons, and it had been planned to improve the canal subsequently to handle ships up to 1,500 tons. This latter figure is the aim of Poland and Czechoslovakia. 50X1-HUM

- g. In 1948, Poland began the lock-free section on the Oder River at Breslau-Fürstenberg. It also began a large lock on the scale of the Breslau-Radammer barge train lock at Dyhernfurth. In June 1949, however, the large dredging machines were suddenly removed and since that time nothing has been done in spite of the fact that the channels are so far completed that the concrete has already been laid.

2. Shipyards

- a. At Fürstenberg, the two former Riedel shipyards are now SAGs and the former Luise Werft, which belonged to the Luise Shipping Company, is also an SAG. The shipyard which was formerly owned by the Brandenburg Shipping Company is a VEB. All these shipyards are doing only repair work.
- b. The shipyard at Ratzdorf, on the junction of the Lausitzer Neisse and Oder Rivers, is destroyed.
- c. The shipyard at Neusalz, which formerly belonged to the Strom-und Fahr-Versicherungsgesellschaft, is now national property of Poland and is engaged in repair work and in building small ships weighing between 400-500 tons. Work is held up because of lack of steel and fittings.
- d. One-third of the shipyard at Glogau, formerly owned by the Silesian Shipping Company, was damaged, but repairs have since been made. The shipyard is also national property of Poland and is doing repair work.
- e. The shipyard at Maltzsch-Oder, formerly private property, is now Polish national property and is also engaged in repair work.
- f. The four shipyards at Breslau, of which one formerly belonged to the Bureau of Waterways and two to the Silesian Shipping Company, are now all Polish national property and are engaged in doing repair work and in building small ships.
- g. The shipyard located north of Stettin is Polish national property and is in the process of being rebuilt. In November the yard employed 3,000 men. The majority of these employees were skilled workmen who were either German or foreign and who had chosen to remain there. Each of two slipways in use at the time held the keel of a 50-60 m. long vessel.

3. Stettin Harbor

The east basin of the free harbor at Stettin is scheduled to be in use again on 15 December 1949. No warships of any type were seen in the harbor.

4. Stettin Bridges

- a. The Autobahn bridge south of Stettin was destroyed, and no signs of reconstruction were seen.
- b. A railway bridge, consisting of two separate bridges, crosses the Oder River 3 km. south of Stettin. Both bridges have been temporarily repaired. The track is single-track and is in use.

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- c. The Bahnhofsbruecke (sic) is in full use and the bomb damage suffered during the war has been repaired.
- d. The iron railway bridge giving direct access to the railway station was completely repaired in the spring and summer of 1949 and is now in full service with a double-track railway line.
- e. The Hansa Bridge is in complete use, the slight damage suffered during the war having been repaired.
- f. The Baum Bridge is fully in use; one bomb crater has been filled.

* Comment: This canal was originally intended to serve as a short cut to Frankfurt-Oder, but because of the large number of locks and the low maximum speed which was permitted, the canal was little used. 50X1-HUM

** Comment: The Finow Canal was a link between the Havel River near Liebenwalde and the Oder River near Hohensaaten. However, after the construction of the steamer canals, among which the Hohenzollern Canal is prominent, the Finow Canal held little significance.

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